

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2249

IN THE MATTER OF:

Served August 7, 1981

Application of BELTWAY LIMOUSINE)
SERVICE, INC., for Authority to)
Increase Rates)

Case No. AP-81-07

On July 8, 1981, Beltway Limousine Service, Inc., filed its WMATC Tariff No. 17 proposing to cancel its currently effective WMATC Tariff No. 3. It is proposed that the new tariff, which contains increased rates for Beltway's special and charter operations, become effective on August 8, 1981. A summary of the proposed charges follows:

SPECIAL OPERATIONS

<u>Current fares between the following hotels and:</u>	<u>Washington National Airport</u>	<u>Dulles International Airport</u>
Holiday Inn-Gaithersburg	\$10.00	\$10.00
Washingtonian Motel	10.00	10.00
Ramada Inn-Rockville	10.00	10.00
Holiday Inn-Capital Beltway	7.00	10.00
Holiday Inn-College Park	7.00	10.00
Holiday Inn-Bowie	12.00	15.00
Quality Inn-College Park	7.00	10.00
Interstate Inn-College Park	7.00	10.00
In State Inn-Camp Springs	6.00	12.00
Howard Johnson-Cheverly	7.00	10.00
Hampshire Motor Inn-Langley Park	7.00	10.00
Ramada Inn-Washington, NE	7.00	12.00
Sheraton Inn-Washington, NE	7.00	12.00

The proposed fare for all Washington National Airport service is \$14.00 and \$15.00 for all Dulles International Airport service.

CHARTER OPERATIONS

The current fare is \$17.50 per hour with a three-hour minimum (\$52.50).

The proposed fare is \$82 for the three-hour minimum plus \$22 for each additional hour. For service with a tour guide, the minimum three-hour charge is \$93 with a \$25 charge for each additional hour.

In support of its application, Beltway filed financial exhibits which are available for inspection at the office of the Commission.


Title II, Article XII, Section 6(a)(1) of the Compact authorizes the Commission to suspend any fare, regulation or practice at any time prior to the effective date thereof. In considering whether such fare, regulation or tariff shall be suspended, the Commission must consider, inter alia, the financial condition of the carrier, its revenue requirements, and whether the carrier is being operated economically and efficiently. Further, the Compact, Title II, Article XII, Section 6(a)(2) mandates that fares, regulations or practices relating thereto must be just, reasonable, and not unduly preferential either between riders or sections of the Metropolitan District. Subsections (a)(3) and (a)(4) list additional considerations, including the need, in the public interest, of adequate and efficient transportation service by a carrier at the lowest cost consistent with the furnishing of such service, and the opportunity for a carrier to earn a net return of at least 6.5 percent after all taxes properly chargeable to transportation operations.

The staff's review of applicant's financial data indicates that more information is needed to determine the propriety of the proposed tariff. The additional information includes the methods of cost allocations for special and charter operations, the basis for establishing a flat rate for airport service in place of rates geared to specific hotel locations, the number of passengers transported from or to each hotel, and the potential resistance to the proposed rates.

Pursuant to the above-cited provision of the Compact, the proposed tariff will be suspended, and new rates will not be approved pending resolution of the questions raised by the staff.

THEREFORE, IT IS ORDERED that WMATC Tariff No. 17, filed July 8, 1981, by Beltway Limousine Service, Inc., is hereby suspended for a 90-day period beginning August 8, 1981, and continuing through November 5, 1981, unless otherwise ordered by the Commission.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS CLEMENT, SCHIFTER, AND SHANNON. Commissioner Clement did not participate in this decision.


WILLIAM H. MCGILVERY
Executive Director